

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN,"3,365 tons.....Captain H. D. Jones.
 "POWAN,"3,338 "....." G. F. Morrison, R.M.R.
 "FATSHAN,"3,260 "....." R. D. Thomas.
 "HANKOW,"3,073 "....." C. V. Lloyd.
 "KINSHAN,"3,995 "....." J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons.....Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"219 tons.....Captain T. Hamilton.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tons.....Captain W. A. Valentine.
 "NANNING,"569 "....." O. Butcher.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yanki, Mahning, Kunchuk, Kankong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Fing-Hai, Tak-Hing, Dushing and Chung-Chueu. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

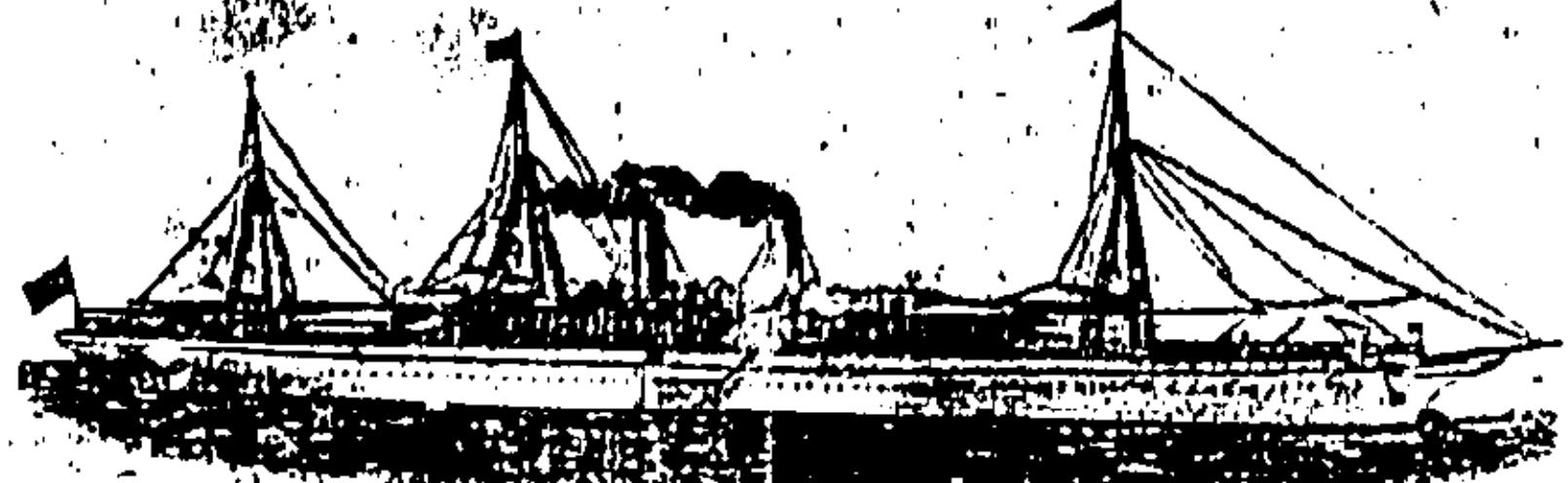
FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPERESS OF CHINA"	5,000	WEDNESDAY, Jan. 10	Jan. 31
"ATHENIAN"	4,440	WEDNESDAY, Jan. 24	Feb. 17
"EMPERESS OF INDIA"	5,000	WEDNESDAY, Feb. 7	Feb. 28
"TARTAR"	4,415	WEDNESDAY, Feb. 21	Mar. 17
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, Mar. 7	Mar. 28

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, \$14 St. Lawrence 60c. Via New York 60c.
 Hongkong to London, Intermediate on
 Steamers, and 1st Class Rail \$40. \$42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Rates of Freight and Passage, apply to
 Hongkong, 13th December, 1905. Corner Paddar Street and Praya, opposite Blake Pier. [10]

HAMBURG-AMERIKA LINIE. ORIENTALISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMERICA	HAVRE and HAMBURG.	16th Jan. } Freight.
Wittenberg	(Calling at S'PORE, PENANG & COLOMBO)	
BRISGAVIA	HAVRE and HAMBURG.	24th Jan. } Freight.
Rosa	(Calling at S'PORE, PENANG & COLOMBO)	
RHENANIA	HAVRE and HAMBURG.	7th Feb. } Freight and Passengers.
Forck	(Calling at S'PORE, PENANG & COLOMBO)	

FOR ODESSA (DIRECT).

(Calling at SINGAPORE and COLOMBO).

ARCADIA, Captain Schmidt, about 1st January, Freight.

RHAETIA, Captain Behrens, about 3rd January, Freight.

ANDALUSIA, Captain Filler, about 8th January, Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

King's 1st Building.

Hongkong, 27th December, 1905.

HOTEL CRAIGIEBURN.

Plymouth Gap, the Peak, near the Tram Terminus, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

Mails.

IMPERIAL GEIMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

SEAM FOR
 SINGAPORE, PENANG, COLOMBO, DEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT/BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, ALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

S.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ RITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNEISENAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINCESS ALICE	WEDNESDAY, 14th March.
DAVERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ RITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.

ON WEDNESDAY, the 3rd day of January, 1906, at Noon, the Steamship PRINZ RITEL FRIEDRICH, Capt. E. Michow, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 1st January, Cargo and Specie will be received at the Agency's Office until Noon, on TUESDAY, the 2nd January, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 2nd January. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERT-SHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ WALDEMAR	3,327	TUESDAY, 9th January.
PRINZ SIGISMUND	3,302	TUESDAY, 6th February.
WILLHAD	4,761	TUESDAY, 6th March.

ON TUESDAY, the 9th January, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

For STEAMER ABOUT
 YOKOHAMA & KOBE PRINZ SIGISMUND TUESDAY, 16th Jan.
 SHANGHAI, TSINGTAU, NAGASAKI, KOBE & ROON WEDNESDAY, 3rd Jan.
 YOKOHAMA & KOBE PREUSSEN WEDNESDAY, 17th Jan.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 21st December, 1905.

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.

THEY pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905.

JAVA-CHINA-JAPAN LIJN. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH	JAPAN	First half January	JAVA PORTS	First half January
TJILIWONG	JAVA	First half January	JAPAN VIA SHANGHAI	Second half January
TJILATJAP	JAVA	Second half January	JAPAN VIA SHANGHAI	First half February
TJIPANAS	JAPAN	Second half January	JAVA PORTS	First half February

The Steamers are well fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
 YOKO BUILDINGS, 1st Floor,
 Hongkong, 23rd December, 1905.

Dentistry.

Dr. M. H. OHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VOGUE ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

TSIN TING,

LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'ARCY STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 80.5 ft.; bottom 48.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lobbers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[76]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS.

MARSEILLES & LONDON

TAKING PASSENGERS ALSO FOR
 COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
 THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to COLOMBO.	Leave HONGKONG.	Connecting Steamers from COLOMBO to MARSEILLES & LONDON.	Due at (Brindisi) 3 days earlier.	Due at (London) 1 day later.	
ARCADIA	7,000	Feb. 10	BRITANNIA	7,000	Mar. 10
DELHI	8,000	Feb. 24	MOEDAVIA	10,000	Mar. 24
DONGOLA	8,000	Mar. 10	MONGOLIA	10,000	Apr. 7
DELTA	8,000	Mar. 24	MOOLTAN	10,000	Apr. 21
OCEANA	7,000	Apr. 7	MARMORA	10,500	May 5

ARCADIA7,000..... April 21..... VICTORIA7,000..... May 30..... Saturday
 DEVANHA8,000..... May 5..... HIMALAYA7,000..... June 3..... June 9
 DONGOLA8,000..... May 19..... INDIA8,000..... June 17..... June 23
 Passenger change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG	DUE AT LONDON
JAPAN	4,500	Feb. 14	Mar. 31
SUMATRA	5,000	Feb. 28	Apr. 14
NUBIA	6,000	Mar. 14	Apr. 28
JAVA	4,500	Mar. 28	May 12
FORMOSA	4,500	Apr. 11	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles, and "JAPAN," "CEYLON" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 13th December, 1905.

[175]



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.

3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight" free.

LONDON, CALCUTTA, SHANGHAI, HONGKONG, 27th November, 1905.

[176]

Hotels.

CONNAUGHT HOTEL. HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Flash Water Lavatories, Hydraulic Elevator, Excellent Cuisine and Wines, Hot and Cold Water Baths and Shower Baths, Under European Management.

Launch Service for Gunia.
 Hongkong, 16th June, 1905.

VICTORIA HOTEL, SHAMEN, CANTON. MACAO HOTEL, MACAO, CHINA.

ON THE BRITISH CONCESSION, IN THE CENTRE OF THE PRIMA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

[177]

Intimations.



E

BLEND.

VERY OLD

LIQUEUR

SCOTCH

WHISKY.

Per Dozen - - \$16.50

A. S. WATSON & CO.,

LIMITED.

WINE & SPIRIT

MERCHANTS,

ALEXANDER BUILDINGS.

Hongkong, 28th October, 1905.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

ITALIAN

VERMOUTH

FROM

FLLI CORA,

TURIN,

ITALY.

BEWARE OF OTHER SO-CALLED

-ITALIAN VERMOUTHS

SOLD IN THE COLONY

AND MADE IN FRANCE.

Hongkong, 14th July, 1905.

(15-12)

NOTICE.
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, 405, Horse Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$10 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copy sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 50 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DEC. 27, 1905.

JAPAN'S FINANCES.

From the Japanese papers that have just come to hand it is evident that the Government of that country is on the verge of a financial crisis. The crux of the situation seems to be that a programme of military expansion which will involve an expenditure of something like four hundred million yen has been adopted, and nobody can tell where that money is to come from or how the interest is to be met. There is no doubt that Japan could float new loans if necessary, and the inherent wealth of the country might possibly suffice to tide over any temporary financial embarrassment, but it is a questionable policy to meet difficulties by incurring new obligations. As a result of the war, Japan's credit has risen high in the estimation of European and American financiers, and Japan's ambitions have followed suit. But Japan's revenue has not kept pace with her new aspirations, and all that the Ministers seem to be doing at present is to juggle with the figures of the revenue. The *Japan Herald* puts the matter clearly before its readers when it says "Japan's expenditure has been largely increased by the war while her revenue remains normal." The same newspaper proceeds: "The expenses of the war are already an extra tax laid on the people, from which there is no immediate prospect of release. The only money in this connection Japan has to receive is the cost of the maintenance of the Russian prisoners, and as this is to be calculated on the actual expenses she will not gain by the transaction. For the cost of the war she has to meet an expenditure in the coming fiscal year of eight hundred million yen, and however this is met, whether by domestic loans, increased tariff or continued war taxes, the money comes out of the pockets of the people, either in the form of direct contributions or interest on loans. Moreover, the war has increased Japan's normal burdens. The cost of the troops in Manchuria and Korea will henceforth become an annual expenditure, as will also the upkeep of Port Arthur." According to the *Asahi*, the ordinary revenue, including the proceeds of the war taxes, is estimated at 390 million yen. Of that sum 230 millions will be disbursed as ordinary expenditure; 110 millions will go towards reducing the public debts; and the remaining 50 millions will be distributed among the different Departments for the post-bellum enterprises. But 50 millions is far too small an amount for these purposes, especially when the country is saddled with a programme of military expansion which is bound to be unnecessary, impolitic at the present time, when peace seems assured for years to come in the Far East, and ruinously expensive. Apparently it is the object of the Emperor and his Ministers to bring up the Japanese army to the number and standard adopted by a first-class land power in Europe, but such a policy would appear to the onlooker to be foolish in the extreme. The Japanese army showed its mettle in the recent war when pitted against a valorous foe, and it might have been considered sufficient to keep the army at its present strength, or rather at the strength which existed before the war. The *Asahi* waxes very bitter over the military expansion idea, and asks, "Where is the Mikado to find work for the hundreds of thousands who have existed for nearly two years merely on pretty promises of a profitable end to a glorious war?" Undoubtedly it would have seemed best to provide occupation for the thousands who were taken from the factories and fields to maintain the honour of the country, and who performed a task which might well have daunted European troops, accustomed to continual fighting. Japan could well afford to rest on her laurels for a time until at least most of the burden of war debts had been removed from her shoulders. She has still a great work to perform in Manchuria. Korea is by no means settled; and there is a great starving population in Japan itself, who cannot be expected to acquiesce quietly in the military schemes of the Ministers. It was only the other day that the foreign residents appealed for assistance for the famine-

stricken of three provinces. The rice crop has failed; out of three millions of people a million are starving; people are reduced to living on shrub roots and the bark of trees—such is the language of the appeal—and "it is certain that over 100,000 cannot live without speedy and prolonged aid." Yet the Japanese Government selects this as the appropriate moment to launch a military expansion programme which alone will exceed a year's revenue of the country, even taking the war taxes into consideration. Had the Government proposed to expend 400 million yen on reproductive works, which could have afforded a measure of relief to the people, and provided occupation for the time-expired soldiers we could have understood their motive and condoned the expenditure, but to flash out in an immense outlay which must be largely devoted to ornamental purposes and will not increase Japan's reputation—because that was so capably upheld by the soldiers in Manchuria that it needs no enhancement—is a policy which we have not been led to expect of the Japanese. The vernacular and foreign press of Japan are practically unanimous in condemning the suggestion, the former being particularly venomous against the idea. One paper says that "there can be only one possible end to the desperate financial situation," and although it does not say what that end will be it is made clear that the paper in question regards Japan as being on the verge of insolvency. It is a serious question which the Elder Statesmen, or whoever is responsible for the ambitious policy, will have to face, and it will require a very clever Cabinet to find the safest solution. Fortunately, Japan is to a certain extent controlled by the Bourse of Paris, and the Stock Exchanges of London and New York, and we can only trust that a mild hint from those quarters will have the effect desired by the people of Japan.

LOCAL AND GENERAL.

THE retiring Chinese Minister in Paris, H.E. Souong Pao-ki, was to leave Marseilles on Dec. 10.

LADY HART and Miss Hart sailed on 22nd ult. by the *Cedric* from Liverpool for the United States, en route for Japan and China.

It is announced that General Chaffee, who will retire from active service shortly, will make California his future home, and that he has selected Berkeley as his place of residence.

In the Gaicety Theatre, Bombay, Sam Newman, welter weight champion of China and Manila, knocked out in the second round Paddy Burke of H.M.S. *Terrible* and the light weight champion of the Mediterranean Squadron. Newman gave a scientific display and had the best of the match all through.

MESSRS. Gregor & Co. write to inform us that with reference to their advertisement re a refund of 50 per cent. on all purchases effected on a given day, that the day selected is the 15th, and that therefore they will refund all their customers who purchased goods from them on the 15th inst. with 50 per cent. of the value of their purchase.

THE result of the recent examination is that Messrs. A. P. Blunt, W. B. Cunningham, F. G. Gorton, L. M. King, G. P. Paton, R. S. Pratt, E. C. Schaefer, E. A. H. Sly, L. Brewitt-Taylor, and W. P. W. Turner have been appointed Student-Interpreters in His Majesty's Consular service in China, Japan, or Siam. It will be noticed more than one name amongst the list is well known in the Far East.

PRINCE Ranjitsinhji was among the Indians who welcomed the Prince and Princess of Wales on their arrival at Bombay. He has completed his great work, "Rulers of India," and is now resuming his travels, during which he hopes to get some big game shooting, and proposes to leave India in March to be back in England in time for next season's cricket, which he is quite looking forward to.

THE Cunard Line steamer *Carmania*, the largest turbine steamer afloat, has arrived in the Mersey preparatory to starting on her maiden voyage to New York on December 2nd. During six hours' continuous run the *Carmania* easily maintained 19 knots, while her speed over a measured mile was more than twenty knots. The *Carmania* is of 21,000 tons register, is 675 feet long, and has 75 feet beam and accommodations for 3,000 passengers.

By kind permission of Lt.-Col. Aitkin and officers, the Band of the 19th Infantry will play the following programme of music, at the King Edward Hotel, during dinner, to-morrow, 28th inst. (weather permitting):—

March—"La Mascotte".....Audran
Overture—"Tancrède".....Rossini
Waltz—"La Cigale".....Cotté
Selection—"Venezuela".....Messager
Song—"Adieu Marie".....Stephen Adam
Patriotic—"The Egyptian Patrol".....
God Save the King.

SIR Archibald Geikie anticipates a further deluge. He delivered a lecture at Cambridge in connection with the newly-formed Department of Geography which he cordially recommended to the support of the university. His subject was the evolution of a landscape, and he said that the great fact which met the student of physical geography at every step was the universal decay of the surface of the land. This decay was so material, he declared, that even if the agents at work never increased in activity a comparatively short period would suffice to reduce most of the dry land to the level of the sea, and confront us with another deluge.

MR. Oliver Bainbridge has returned to Hongkong after an extensive tour in the interior of China.

TWO cases of small-pox were notified as having occurred in the Colony during the week ended 23rd inst.

DURING the week ended 23rd inst., three plague cases were recorded, making a total of 304 since the beginning of the year.

STATION leave of absence on private affairs has been granted to Captain J. H. Casserly, 19th Infantry, from 23rd inst. to 6th January, 1906.

It is stated that H. H. the Sultan of Johore intends presenting the Sherwood Foresters with a silver bowl in recognition of the excellent services they rendered at the recent fire at Ayersall.

RETURN of visitors to the City Hall Library and Museum for the week ending the 24th inst.:—Library—Non-Chinese, 287; Chinese, 65; total, 452. Museum—Non-Chinese, 110; Chinese, 2,477; total, 2,587.

THIRTY-SIX N.C.O.'s and men of the Ceylon district, Battalion, Royal Garrison Artillery, arrived on the 22nd inst. per s.s. *Bachuan* from Colombo for posting to the Hongkong, Singapore Batt., Royal Garrison Artillery.

MR. Chung Thye Yit, third son of the late Captain Ah Kwi, has just returned to Penang from Hongkong. His mine at Kampar, under the able management of Mr. Ong Lum Kok, has turned out triumph, the profits of the current year so far having amounted to \$300,000.

We have received from the International Reform Bureau, of Washington, an advance copy of the 1906 Century Quarterly in which is discussed, inter alia, the great opportunity to get China released from British opium treaty in the England and China must make a treaty on Tibet.

THE naval manoeuvres for 1906 will, remarks a contemporary, be on a fuller scale than the postponed programme of this year. The Japanese fleet will, theoretically, form part of the scheme. It will be supposed that strained relations exist, and the British and Japanese navies will be on the watch all over the world. As soon as "war" has broken out, the reserve divisions will be mobilised, and the conditions that might occur with a naval combination operating against us will then be rehearsed simultaneously by the various divisions, the operations being part of one war plan.

ON Bong-day the Kowloon Cricket Club entertained the Hongkong Police Recreation Club. It was intended to play a match, but owing to the inclemency of the weather this had to be abandoned, and an adjournment was made to the Kowloon Hotel, and there a Jackson followed by a billiard tournament provided the substituted amusements, the Police being victorious in the billiards by 71 points. Subsequently Dr. Swan, for the Kowloon Club, proposed the health of the visitors in very complimentary terms, and for the Police Inspector Langley made a suitable and witty acknowledgment.

THE Society of Arts' medals for papers read during a recent Session have been awarded, amongst others, to Captain Lionel James, for a paper on "Wireless Telegraphy and War Correspondence"; to Baron Kencho Suyemata, A.A., LL.M., for his paper on "Ethics of Pan"; and to Mr. Byron Brown, C.M.G., for a paper on "British Commercial Prospects in the Far East." Amongst members proposed for election are:—Alexander Hood Begg, Messrs. Guthrie and Co., Penang; Robert H. Douglas, I.C.R.C. *Kai-Pan*, care of Commissioner of Customs, Kowloon, Hongkong, China; Mr. Walter Egerton, C.M.G., Lagos; Liang Ting Ting, Taotai, Imperial Railways of North China, Tientsin; and Alexander Wright, Messrs. John Swire and Sons, 8, Billiter Square, E.C., and Shanghai.

THE *Far Eastern Review* for December is to hand and contains an interesting account of construction, equipment, and tests of the sailing drydock *Dreyer*, to which allusion is also elsewhere in this issue. Mr. W. Morgan, under, insular collector of customs, writes the growing commerce of the Philippine Islands, while a lengthy and beautifully illustrated article deals with railway construction in Java as revived under Japanese supervision. A series of splendid photographs illustrates the shipping service of the China and Manila S.S. Co., Ltd., and a number of photographic reductions furnishes a capital insight into scientific equipment of the Botanical Institute, in Java. The *Review* continues growing volume month by month, and with the issue in printed matter the high tone of the paper is well maintained.

THE U. S. army transport *Buford* has encountered a heavy gale on her voyage across the Pacific. Wave after wave pounded against the side of the big transport, and now and then a fiercer would comb over the deck and rush to sea again, after scaring all hands by force of its strength. Finally, when the *Buford* was labouring against the wind a gale wave arose and boarded the vessel on port bow. With a weight of ten thousand tons broke the railing, smashed the steel plate enclosing a ventilator fan, and even tilted to the bridge, where the starboard alight was wrecked, and the iron railing broken, resulting in the flooding of the bridge and other apartments in the transport. The vessel was thus in a perilous position, and it was for the next eight days the gale head on to the sea. Several passengers on board were injured, seriously enough to necessitate their removal to hospital.

EXECUTIONS are now in full swing at Peking, says the *China Times*, this being the annual "execution season." As many as 25 executions in a day are taking place.

A SYNDICATE, of which Sir West Ridgway is chairman, has offered to lease the pearl fisheries of Ceylon for 25,000 a year, on condition that a twenty years' lease is granted.

A CHINESE engineer has lately been through between Yungchow, Hunan, and Kueilin making, so it is said, the preliminary survey for a railway. He is the son of a Kwangsi official.

A TELEGRAM has been received by the authorities in Tokio stating that the steamer *Yabikomaru*, which was sunk at the mouth of the harbour of Port Arthur in the second attempt of Admiral Togo to block up the fairway, was refloated on 16th inst.

THE director of health, at Manila, estimates that the bureau will need, for the coming year, enough vaccine to vaccinate a million persons, it being the intention of the bureau to stamp out small-pox from the Philippines as rapidly as possible. In several provinces this has already been done, notably in Cavite and Batangas.

THAT there is a steady tendency toward more liberal construction of the Chinese exclusion law is shown in the report of the Bureau of Immigration for October, made public on 21st ult. The number of Chinese admitted in October was 293, against 198 in October last year. The number deported during the month was sixteen, against forty-six in the same month last year.

THE American mail which came in this morning brought to the Orient an unusually large shipment of treasure. The treasure is nearly all silver and consists chiefly of Mexican dollars. The total value of the shipment is about \$1,000,000 (gold). The present high rate of exchange is responsible for this flow of silver to the Orient, it being cheaper to ship the coin than to pay the bankers' tribute.

AT Swatow they have had their celebration of the boycott "martyr" Pung Hsia-wel. The Cantonese guild was lavishly decorated with the national flag and flowers; and an assembly of gentry, reinforced by scholars from the local school, paid their respects to the "martyr," whose picture was hung in a central position. Thereafter a large audience listened for several hours to a series of addresses upon the hero of the day, and the rise of the new China.

THE Government of Siam has just completed a census of that Kingdom. The population has been returned at 6,630,000, which is slightly higher than was expected. There are 5,699 Buddhist temples and 354 places devoted to other religions. The total number of houses is given at 1,053,781. There are 2,036 "domestic" elephants, 35,812 horses and ponies, 1,104,751 cattle, and 1,144,478 buffaloes. Under the heading of "vehicles" it is stated that there are 113,920 bullock and buffalo carts, and 293,519 boats. The population of Bangkok has still to be counted.

EARLY yesterday morning when the cook went into the kitchen of No. 29, Wing On Street, occupied by marine-store dealers, to prepare the morning meal, he found one Ha Hung, a coolie employed in the store, hanging by his neck from a rope attached to the beam. He immediately raised an alarm; and then with the assistance of two *fahs* cut the body down, when it was found, though warm, life was extinct. The body was removed to the mortuary. It is believed that the deceased was in debt, and being unable to meet his creditors took this means of getting rid of his liabilities.

THE Russian Minister has been vehemently urging the Chinese Government to repurchase the Chinese Eastern Railway; his eloquent argument being that, otherwise, in the immediate future, Tokio, Seoul and Peking having been all connected by rail, in case there should be a declaration of war, China would be placed at a serious disadvantage. His advice is strongly backed by the French Minister, who offered his services to China to secure any foreign loan that might be required for the purchase of the railway. The Chinese Government, however, firmly but courteously declined their advice.

IT is stated that, following the precedent set in the case of the Chino-Japanese conflict, the Japanese Government will award medals to all those who served with the Army and Navy at the front during the late war. It is reported that over two hundred captured field guns will be melted down to furnish the 1,500,000 medals which it is estimated will be required. After the war with China, 400,000 medals were issued, and for these fifty-three Chinese guns were used. But will be added to the medals for the troops who took part in the battles of Mukden, Liaoyang, the Shaho, and a few others, and the siege of Port Arthur.

THE question of the reclaimed foreshore at Swatow has been settled in the Viceroy's favour. Present holders of property, among whom the guild members, as a corporation, carry the heaviest share, are to pay \$500,000 in instalments, and receive red deeds. Things had to be pushed to an extreme to force this conclusion. The proprietors of the two largest foreign firms in Swatow, says the correspondent of the *N. C. D. News*, were prisoners in their respective homes for several days, as they were the most prominent members of the guild. The Chinese, however, threatened with the loss of his post if the money were not forthcoming, had an unhappy time until his efforts were successful. The contribution to the Canton exchequer is also arranged for. Instead of the old sum of \$500,000 the merchants are now to send \$1,000,000 a year. In order to keep things straight with the Viceroy, and avoid the greater evil of an office manager from Canton, established in that office for the collection of the levy.

MR. Ahmet Rumjahn may be pleased to know that our reporter has ascertained that in the recent case for the recovery of rent instituted by the Robinson-Pland Co. the suit was on the defendant as H. Price.

LIEUT. D. E. Dismore, who was one of the Naval Officers assisting, Comd. General J. G. Lay in the investigations into the massacre of missionaries at Lien-chao, has returned from Cavite after satisfying the U.S. Naval authorities in an examination for promotion in the Service, and he leaves for Canton this evening.

THE Chinese Government intends to select ground outside of Peking to be made into a settlement, to which all the foreign mail dealers who have established themselves in Peking, will remove. The foreign mail dealers, especially the Japanese, belong to a very low class of people and are a source of constant worry to China. The management and the police of the new settlement will remain in the hands of the Chinese.

THE *Sin wan-pao* says that the Japanese have not yet withdrawn their light railway between Hainan-gu and Mukden, which was built by them under their favourite plea of military necessity. It was worked with hand carts at first but now locomotives have been introduced. Tickets are sold at the rate of 50 cents each passenger. The Military Governor, Chao En Sen, has repeatedly wired to the *Wak-pu* regarding this line. It is reported that arrangement has been arrived at whereby this line will be recognised as a branch line of the Eastern Railway and it is to be called a Chino-Japanese concern.

THUS the *Strait Echo*—Now that the war is over and people want a little excitement, we hear that the tramp season has commenced and those enterprising gentlemen who profess to walk, swim, crawl, fly, run, roll, limp, or waddle round the world are setting off on their travels once more. There is now one of these individuals in India who is proposing to make his tour on his feet—and perhaps that is why he took the trouble to come from Zanzibar to India by steamer. The worst of these folk is that they generally want to live on other people wherever they go and are, as a rule, so horribly travel-stained and odorous that the public are usually willing to pay a dollar to get rid of them. We trust that the gentleman who is now walking round the world in India will not come on to Penang, for we are sick and tired of these frauds. Their walking merely consists in their perambulations round the various towns at which they call in search of plunder, and they travel from one to another by rail or steamer whenever they can blithely somebody into paying their fare. Truly the public is very gullible to be taken in by these individuals, for one would imagine that the start-with-nothing-come-back-rich trick had been sufficiently shown up by this time. At all events, we warn our readers that another of these undesirables is probably on the way here, and we advise them to show him the door when he calls upon them; as we shall do when he invades our office. If the dog was not almost as extinct as the dodo in Penang just at present, we would invest in a nice, fierce specimen to welcome the tramp when he arrives.

CHINESE WHO EMIGRATE.

AMERICA GETS LESS THAN FOUR PER CENT. OF THEM.

In his book of Chinese emigration Gottwald gives the number of Chinese resident abroad at 7,642,670, distributed as follows:—

Formosa	2,600,000
Siam	2,500,000
Malay Peninsula	915,000
Sunda Islands	600,000
Hongkong	274,518
All America	272,829
Indo-China	150,000
Philippines	80,000
Macao	74,508
Burma	40,000
Australia	30,000
Asiatic Russia	25,000
Japan	7,000
Korea	3,710

It is seen by this table that if all the Chinese, 272,829, living in "All America" were residents in the United States we should then be harbouring less than 4 per cent. of the total number of that race living outside of China. As the population of Japan's Formosa is about 3,000,000, the Chinese living there form nearly 85 per cent. of the population of the successfully administered Japanese colony. The 20,000 Chinese resident in the Philippines are among the best people there, giving little or no trouble. This total Chinese emigration of 7,642,670 is not a percentage of China's population, of 400,000,000. Hongkong alone has 1,774 more Chinese than "All America."

SHIPPING AND MAILS.

MAILS DUE.
Australian (*Empire*) 28th inst. a.m.
English (*Oceanic*) 29th inst.
Canadian (*Albatross*) 3rd prox.
Brazilian (*Rio*) 3rd prox.
Australasian (*Tatiana*) 5th prox.
The H. A. L. steamer *Albatross* from Hamburg left Singapore for our port on 25th inst. and may be expected here on or about the 28th inst. a.m.
The Java-China-Japan Line steamer *Tiaman* left Kobe via Swatow and Amoy for this port on the 13th inst. and may be expected here on or about the 8th January.
The *Indra* Line steamer *Admiral* from New York left Singapore for this port on the 26th inst. and may be expected here on or about the 29th inst. a.m.
The O.S.S. Co. steamer *Ching* from Hongkong left Singapore for this port on the 26th inst. and may be expected here on or about the 29th inst. a.m.
The *Far East* steamer *Ching* from Hongkong left Singapore for this port on the 26th inst. and may be expected here on or about the 29th inst. a.m.

TELEGRAMS.

[Russia.]

London, 25th December.

Japanese Naval Attacks.
M. Kabanaki, the Japanese naval attaché, who is leaving England, has been received at Buckingham Palace and decorated with the Victoria Order, third class.

Fighting at Moscow.

Desperate fighting continues in the streets of Moscow. Fusillades are continually exchanged, and all the central streets are barricaded.
It is impossible to estimate the casualties.

THE PORT AND CITY OF SHANGHAI.

As at present constituted, Shanghai consists of a native city, with a population of perhaps 700,000, according to latest opinions, and international settlements which contain fully 200,000 people, of whom approximately 15,000 are foreigners of all nationalities. This population is constantly increasing, owing to the advantages offered as a place of residence, and it is certainly safe to say that in ten years the city as a whole will contain at least 1,500,000 people, the ratio of increase of the foreigners being about the same as that of the Chinese. Consul-General Rogers writes that it is easy to understand why Shanghai is developing into a great city. Round about it are the great Chinese centres of Soochow, Hangchow, Ningpo, Fuchow, Wuhu, Chikiang and Nanjing, with their fertile tributary areas and their industries of various kinds. The great Yangtze delta country, productive to a high degree, is backed by the Yangtze Valley stretching to a thousand miles inland, having populous and rich cities lying in a country of undeveloped richness, according to modern ideas.

The trade and commerce of this great region, with a population estimated from 125,000,000 to 175,000,000, must filter through Shanghai, leaving its effect in ever-increasing volume. With such resources at home, there could not fail to be results, but in addition Shanghai has the advantage of being the natural port for middle China. Here, in the track of the ocean traffic, call the ships from Japan and from the Occident. Here the cargo from the north is trans-shipped, and from here it goes to the coast cities, to Manchurian ports and to Korea. Up the Yangtze is sent the world's product, and each year the consumption grows greater. With the improvement of the Whangpoo river and the Yangtze bar will ensue a rush of commerce here which will make present-day affairs small. The dredging operations to provide this improvement will begin soon, and then Shanghai as a deep-water port will soon be an actuality.

THE TRADE OF KORE.

Each month the Kobo Customs authorities issue a return of the trade of Kobo with Asiatic countries and the United States, and a return of the trade of the port every ten days, or "decade" as it is styled. The monthly return is a tremendous compilation of figures extending over six very large pages, and in such detail that a large proportion of the statistics are of very little interest, we should think, excepting to those merchants they directly concern, but could be made valuable if condensed, rearranged, and published, say quarterly, when the authorities would have some figures to deal with. As it is there are such items as the month's export trade with Soochow, Yso, and with Chingwan, Yso. Turning to the returns for the eleven months ending November, the total of exports to and imports from China amounted to Y54,455,526 against Y58,242,469 in 1904; Korea, Y1,72,295 against Y1,775,581; Hongkong Y8,801,998 against Y14,066,668; Philippines, Y866,898 against Y988,649; Netherlands India, Y1,454,723 against Y2,761,985; Straits Settlements, Y3,672,922 against Y3,408,828; British India, Y8,166,011 against Y41,412,147; French India, Y4,928,251 against Y9,741,461; and Siam, Y3,459,664 against Y4,340,750. It should be borne in mind of course that these figures represent the trade of Kobo and not of Japan, for in looking through such mass of figures as this return presents it is quite possible to forget the fact. The table is not free from errors, as we notice that the eleven months' exports to the United States stand at 714 millions odd. This little error is contradicted below, where it is stated that the eleven months' trade with the United States this year was valued at Y61,894,743, and for last year Y36,061,208.

TROUBLE ON A RUSSIAN STEAMER.

The chartered Russian steamer *Arctonia* arrived at Singapore on 17th inst. from Odessa with a general cargo for Vladivostok. The vessel is one of the East Asiatic Company's steamers. The crew of the vessel are all Danes and refused duty on arrival, as they alleged the food supplied them was bad. Mr. Sieberbachoff, the Acting Russian Consul, and Captain Chancellor of the T.P.D. Police boarded the vessel and interviewed the crew, and the trouble was settled without any difficulty, the steamer leaving later in the evening.

The next morning the Tanjong Pagar Dock Police arrested four of the crew of *Arctonia* for being in the Colony without certificates of discharge from the ship. They remained ashore when the *Arctonia* was ready to sail and she had to go without them. They were going to be charged before the Marine Court the next day. The Police found six others of the crew and put them aboard just before the vessel sailed.

A story from an outside source states that the trouble arose through out of the ship's officers striking a sailor. The men were extremely annoyed at this and threatened to kill the Captain and mates. They went ashore without permission and had more liquor than was good for them at a certain public house at Tanjong Pagar. They returned to the ship later, and in their inebriated condition used more threatening language to the ship's officers, but did not go beyond this.—S.P. Press.

SANITARY BOARD.

RESIGNATION OF TWO MEMBERS.

A meeting of the Sanitary Board was held this afternoon in the Board room. The Hon. Dr. F. Clark presided and the members present were Dr. W. W. Pearce, M.O.H.; the Hon. W. Chatham, M.E.R. Pollock, K.C.; F. J. Bodeley, the Hon. Mr. A. W. Brewin; Fung Wa Chun, Lau Chu Pak, A. Rumjahn, and Dr. Macfarlane.

The minutes were confirmed.
Mr. Pollock said—I have an announcement to make, and I make it with some regret, namely, that this will be the last meeting at which I shall have the pleasure of sitting at this board. My experience during the past nearly three years upon this board has been a very pleasant one indeed, and I have learned a great many matters which are very useful to me, and which I think will be of profit to me in the Council at which I am shortly to take my place. I will only say, in conclusion, that I desire to express my sense of the very great courtesy which I have at all times received from the members of this board (applause).

Mr. Rumjahn said—I have also an announcement to make. I think this is the last meeting I attend to-day. Following the resignation of Mr. Pollock, I determined to send in my resignation. I have very great regret in doing so. It has always been a pleasant duty to me to give my time to the use of the public, and I thank all the members of the board for their courtesy which they have always given to me. We have had a very pleasant time together, and I resign my position with very great regret (applause).

The Chairman, in acknowledging the resignations, said—I am sure I express your approval, as well as my own, when I say that we are all very sorry to lose Mr. Pollock and Mr. Rumjahn from this board. They have both been towers of strength to us in many cases of difficulty, and we can hardly hope that the new men will take their place when they retire. In the case of Mr. Pollock we know that it is promotion that has led to his retirement, and that we certainly do not grudge him. We know that a busy professional man cannot possibly spare time to attend many of these meetings, and although our work may not perhaps bulk very largely in the public eye, because we only meet in public once a fortnight, yet the bulk of the work is done behind screens, so to speak, that is to say, in Committee and by circulating papers. There is no question that to do the work of the members of the board must involve very much more time than can be spared by busy professional men (hear, hear).

SCARCITY OF LYMPH AND THE WATER SUPPLY.

Mr. Fung Wa Chun asked the following questions:—

(1) What is the reason for the present scarcity of lymph in the Colony, and when will there be a sufficient supply? (2) Why, since the introduction of the Rider-main system, the occupants of upper floors have not been getting sufficient water for potable purposes?

The Chairman, in reply to the first question, said: I will say that the reason for the present temporary scarcity of lymph in the Colony is that a sufficient number of buffalo calves cannot be obtained. The butchers state that they are not allowed to export buffalo calves from China. Every effort will be made to obtain a sufficient supply of calves from the New Territory, and if these efforts fail a supply of lymph to meet all demands will be purchased from Saigon or Shanghai.

In reply to the second question the Chairman said—The rider-main system is under the control of the Director of Public Works and I am unable, therefore, to answer this question; but if you will furnish him with specific instances of a deficiency of water in upper floors due to this system every effort will, I am sure, be made to remedy the defect.

SMUGGLING OF 'DAINTY MEATS.'

The proprietor of No. 1 Queen's Road West applied for permission to sell meat other than that sold at a public market.

Mr. Rumjahn, in reply to the first question, said: I think a licence for selling venison only should be granted.

Mr. H. E. Pollock, in reply to the second question, said: I have never seen dog and cat meat sold publicly here yet. It is not common food among the Chinese. If the veterinary surgeon does not recommend the issuing of a licence to sell venison the applicant should be so informed. But I see no objection, as I understand no venison is sold in the Western, or Saiyungpun, market.

The Veterinary Surgeon, in reply to the third question, said: I think venison is an article of food usually sold in a public market. During the winter season deer are regularly sold in the Central market. With regard to the sale of dog and cat meat and badger, etc., I would suggest that a licence be issued for meat other than that sold in the public markets. There is a demand for these dainties which are not in themselves unwholesome, and it would be better that the sale of them be conducted in an open and above-board manner. At the present time they are smuggled.

The Hon. the Registrar-General, in reply to the fourth question, said: Are deer, badger, or cat meats usually articles of food sold in a public market? Should this man apply for a licence?

The Veterinary Surgeon replied that deer were frequently sold in the Central market, as is cat meat, but he had not seen badger. The most common place was up to the neighbourhood of the Chinese Recreation Ground. Cat was not sold so much as a food, but as an article in the nature of a medicine. It would be better to have the man licensed, though in regard to badger and cat he did not think there was any provision under section 77 of Ordinance 1 of 1903. Cats, snakes, porcupines, dogs are all used in much the same way, each good for some particular sickness. Provided the shop is used only for the sale of these things he thought the man might be granted a licence and no fee exacted.

The Medical Officer of Health thought the man had better be told to take out a licence for deer only.

The Hon. the Registrar-General, in reply to the fifth question, said: I think it would be better to say "meat other than deer, mutton, goat, fish and pork."

Meeting proceeding.

MEDICINE PILL CASE.

THE JUDGMENT.

In summary jurisdiction this morning, before Mr. Justice A. G. Wise the case came on in which Leung Wai Ting, alias Leung Chan Chan Tong, sued Ching Kwai Wan for recovery of \$50 due on an acknowledgment of debt.

Mr. R. A. Harding appeared for plaintiff and Mr. F. X. d'Almada e Castro for defendant. There was also a cross-action in which \$50 was claimed as the balance of the price of a quantity of "medicine pills" sold and delivered. During the hearing Mr. d'Almada asked for a further adjournment so as to enable him to obtain a translation of one of the documents.

The application was refused, and Mr. Harding, addressing the Court, submitted that the evidence was "overwhelming" as regarded the transaction in rifles. The other side denied everything with reference to them, but there was the evidence of his client and of the men who came down from China to get the rifles. There could be no question that there was such a transaction with regard to rifles as shown by the evidence of three witnesses against Ching Kwai Wan alone, and that money was paid as shown by the documents produced.

His Lordship remarked that the two stories were absolutely irreconcilable and there was not much doubt that both stories were made up with the greatest care. Ching Kwai Wan claimed to have sold Leung Wai Ting a box of pills at \$140, that he received \$50 on account and that he now sued for \$90. Leung Wai Ting's story was that he and somebody else brought down \$300 for the purchase of arms, to be taken into the interior of China to be used, his Lordship presumed, against the authorities. He said that, after a time, the transaction fell through and he came to reclaim his \$300, and he was then told that \$300 had been paid back and afterwards another \$50, which left \$50 due and for that \$50 he gave the Exhibit on which he was suing. This Exhibit was used by both parties for different purposes. Of the two stories one must be a pure fabrication and his Lordship's trouble was to say which was which. Both, as they stood, were equally possible, but there were other outside circumstances to make the leaning one way or the other. He did not believe these witnesses would come down and talk about the rifles unless there was something in it. His Lordship was against the pill story. If a receipt was given for pills, it would have said something about them. The receipt was for money, and that was in favour of the rifle story. Then there was the Fook Shing shop for collecting money and that also was in favour of the rifle story. Therefore, his Lordship was of opinion that there must be judgment for Leung Wai Ting without costs.

THE BIG DRYDOCK "DEWEY"

TO BE TOWED TO MANILA THROUGH THE SUEZ CANAL.

The Navy Department has decided to use the supply ship *Glacier* and the colliers *Brutus* and *Cesar* to tow the big drydock *Dewey*, recently completed by the Maryland Steel Company at Sparrow's Point to Manila, and has ordered from the American Ship Windlass Company, Providence, R.I., three No. 5 Shaw & Spiegel towing machines, the same make that was used in the trans-oceanic towing feats of the Standard Oil Company lately, and which proved so eminently successful.

There are now about 150 of these machines in use, and there has never been a case where one has failed to do its duty, and they are the only machines that have ever been thoroughly tested in ocean towing. The action of this machine in avoiding heavy strains on the hawser is simply perfect. Its distinctive feature is that by means of its driving and cushioning steam cylinders there is provided an elastic steam cushion and an automatic relief to the hawser, without which the hawser would be continually straining and frequently breaking. In fact, it is the only known method of towing by which to prevent heavy strains on the hawser. It was expected that the *Dewey* would get under way about December 1, and that it would take about five months for it to reach its destination in the Philippines. The route will probably be by way of the Suez Canal, a distance of 10,500 miles.

There is no question of the wisdom of the Navy Department in deciding on this method of transporting the *Dewey*, and it is evidence that it realizes fully the importance of throwing every safeguard around the moving of this gigantic structure on its long voyage, and thus insuring it against going adrift from the vessel towing it in case of storm or heavy seas liable to be encountered on the ocean. That it has chosen the best appliance made for the purpose will be conceded by all who have seen the Shaw & Spiegel machine in action and know what it is capable of doing.

This method of towing is now employed by shipping all over the world, and the American Ship Windlass Company, the builders of the Shaw & Spiegel machines, have hundreds of letters testifying to its reliability and perfect service.—Marine Journal.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 27th at 11 A.M. The barometer has fallen slightly over China and Luzon.

Pressure remains high over N. China, and relatively low over the N. part of the China Sea and the Pacific to the S.E. of Formosa.

Strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast—fresh N.E. winds; fair.

REGISTRATION OF PARTNER SHIPS.

LEGISLATION DESIRABLE.

Below we (S. P. Press) give the text of a speech which has been prepared by a member of a local mercantile firm, as that which, given the opportunity, he would have asked leave to have delivered at to-morrow's (14th Dec.) meeting of the Chamber of Commerce. Failing such opportunity that draft speech is now given merely as a contribution, and we think a useful contribution to what we doubt not will be an important discussion. As we have referred to this speech in an article in to-day's issue no further preface is required.

Mr. Chairman, Gentlemen:—I have considered very carefully the memorandum issued to members by the Committee of this Chamber, but it appears to me that some of the views expressed therein are, in general principles at least, open to question.

But before touching on these, I should like to remark that the efforts of the Committee to justify their attitude towards the present Bill, appear somewhat strained. They state that "Proposed from time to time during the past ten years, . . . cold water has been persistently thrown upon it by successive Committees of the Chamber." And yet they admit that in 1893 "The Chamber passed a resolution in favour of registration by a majority at a general meeting of 11 to 8," while in 1904, "The Committee (the Committee themselves this time, Gentlemen) by a majority of one . . . considered registration desirable."

From this it would almost appear that the cold water was after all not so bitterly cold. Rather would it appear that the European mercantile community, as represented by the Chamber, has taken a consistent and more or less favourable interest in registration for many years past, and that an unusually long and patient Government has patiently borne with extraordinary contradictions and vacillations of opinion, and it is still here on putting our local trade on a sound footing, and thereby attracting fresh capital to the Colony.

The memorandum states that "The Committee of course recognise that each successive Official Assignee has urged some such measure to secure the more efficient working of the Bankruptcy Ordinance." They observe, however, from the annual reports of the deputed for the same end, such as the stamping of books; and if the argument is to hold that the conclusion that they should also be adopted in others." But, surely, apart from any other fallacy in this argument, if the Government pass over the minor recommendations of the Official Assignee, and deal only with a question on which they find the Official Assignee and a large proportion of the European mercantile community to be at one—it surely indicates that, with an open mind, the Government is endeavouring, not to natter the Official Assignee, but to confer a benefit on the mercantile community at large.

But, even if it be allowed that all the arguments brought forward by the Committee in their memorandum be sound arguments, is it not the case that they point without exception to the necessity of the Bill in its present form being modified and amended, and not to the advisability of all legislation in the matter being summarily condemned?

It appears to be contended that the Bill will restrict trade. On general principles it would appear impossible that sound legislation could restrict good trade. There is no doubt, however, certain clauses in the Bill as it now is which might have the effect of restricting good trade, but as I presume that none of us desire the Bill in exactly its present form; this does not affect the question.

A large proportion of the trade we do here is surely not sound trade even though, having got accustomed to local methods, we continue to handle it, and often to strive after it as though it were the most desirable business possible. But to give credit blindly, as in many instances we have to do, with little knowledge of our debtors other than the fact that, for some reason, others give them credit also, and that the usually meet their engagements, is surely of sound trade. Yet no firm (I imagine, confident of its own integrity, and stability, would object to its general constitution being known though it might, probably would, object to the details of that constitution being made public property.

And though, as I have said, we have grown accustomed to accepting and even seeking out sound trade, and though any departure from our usual methods might cause us temporary loss—so if such departure tended towards a general improvement in the quality of our trade, indeed in fact to put us more on a level with some other Eastern markets where our obnoxious credit system is not known—then should not we be prepared to face a temporary loss (if such there should be) for the sake of the ultimate benefit?

As all of us are well aware, a large number of Chinese traders in Singapore practically owe their existence to the support of some wealthy Chinese who, while he finances the business, takes on a limited liability inasmuch as he does not appear as a partner in the firm's books. The system is manifestly an unsound one, as the name of the wealthy supporter, in connection with the business, is indelible, when the business fails, not only the assets of the wealthy supporter (who is all intent and purposes a partner) go to the creditors, but he not infrequently poses as a creditor to the estate of his late business, and redoubles legitimate claims of the genuine creditors.

It has been stated that one of the effects of the Bill is to induce such wealthy supporters to withdraw entirely from the business which they are interested in, rather than register as partners, and render their entire assets liable. Personally it appears to me that, even the risk of this result, the prevention of such unsatisfactory arrangements, which, with no capital and "superior" skill, is entirely desirable, and the fact that such arrangements frequently work quite satisfactorily is little justification of their existence.

On the other hand, such arrangements as they have referred to are presumably merely a means of obtaining surplus capital, and not from any sentimental desire to help their poorer brethren. It is perfectly certain that, if such a means of obtaining surplus capital were considered to be withdrawn, the thrifty brain of the Chinese capitalist would readily evolve some other means of employing his funds, which, while not beneficial to the general trade of the Colony, might be on more honest business lines.

(Continued on page 7.)

THE WRECK OF THE "DUMBARTON."

SUFFERINGS OF THE CREW.

The officers and men of the British steamer *Dumbarton* have arrived at Nagasaki from Vladivostok after some very trying experiences. According to statements made by members of the crew, and reported in the *Nagasaki Press*, the *Dumbarton* left San Francisco on September 25th for Nicolaevsk and other Far Eastern ports with a general cargo. Exactly one month from the date of sailing, the vessel ran aground on a sand bank about thirty miles from her destination. The neighbourhood being uninhabited, an open boat with six of the crew and two passengers left the ship to obtain assistance. After being three days and nights at sea, during which they suffered much from exposure, they beached the boat and lit a fire. Unfortunately the tide rising, compelled them to abandon this quickly, and they would probably have perished had they not been observed by the keepers of a light-house. The latter took them in, and provided them with beds and warm food. Their hands and feet were numbed with the cold, so that they were quite helpless. The Russians, however, treated them with great kindness until they were taken off by a special service vessel. Upon hearing their story, the captain of the Russian ship proceeded in search of the *Dumbarton*. The remainder of the crew were found to be lightening the ship by throwing overboard the cargo. The whole of the crew were then transferred to the Russian vessel, the officers and men of which treated them very harshly, stealing from them their clothes, blankets, and personal effects. They were kept on board for one month and five days, during which period no regular sleeping accommodation was granted them. At the end of this period they were landed at Vladivostok and there sent on board the Norwegian steamer *Arctida*, which brought them to Nagasaki.

The *Dumbarton* was commanded by Captain Reite, and the crew consisted of six other officers and 17 men, in addition to which she carried two passengers. The officers and men are now in charge of the British Consul at Nagasaki, and will be sent home as soon as possible.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	2.01
Do. Demand	2.01 1/2
Do. 4 months' sight	2.01 1/2
France—Bank T.T.	2.57
America—Bank T.T.	49
Germany—Bank T.T.	2.09
India T.T.	151
Do. Demand	153
Shanghai—Bank T.T.	71 1/2 nom.
Singapore T.T.	71 1/2 prem.
Japan—Bank T.T.	99
Yava—Bank T.T.	123 1/2
Buying.	
4 months' sight L/C.	2.11
3 months' sight L/C.	2.11
30 days' sight San Francisco & New York	50
1 month's sight do.	51
30 days' sight Sydney and Melbourne	2/11
1 month's sight France	2.08
1 month's sight do.	2.08
1 month's sight	2.15
4 months' sight Germany	2.15
50 days' sight	3.08
Bank of England rate	4.2
Sovereign	9.85

To-day's Advertisements.

NEW YEAR HOLIDAY.

IN accordance with the Provisions of Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 1st January, 1906.
Hongkong, 27th December, 1905. [1291]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Director of Public Works, to sell by PUBLIC AUCTION, ON SATURDAY, the 30th December, 1905, at 11 A.M., at the Praya Reclamation Office, near the Queen's Statue, SUNDRY OFFICE FURNITURE, SURVEYING AND DRAWING INSTRUMENTS, &c., &c.
TERMS:—As usual.
HUGHES & HOUGH, Government Auctioneers.
Hongkong, 27th December, 1905. [1292]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON SATURDAY, the 30th December, 1905, at 2.30 P.M., at their Sales Rooms, No. 6, Des Voeux Road, corner of Ice House Street, A LARGE ASSORTMENT OF CHINESE CURIOS, Comprising:—OLD CHINA VASES, WALL PLATES AND INCENSE BURNERS, CLOISONNE VASES AND WALL PLATES, OLD BRONZE, SNUFF BOTTLES, CARVED WOOD ORNAMENTS, TEMPLE PALACE and WALL HANGINGS, SILK EMBROIDERIES, &c., &c.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, 27th December, 1905. [1293]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M., the 29th instant, will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co. General Managers.
Hongkong, 27th December, 1905. [1294]

Intimations.

Special Opportunity

AT THE

ROBINSON PIANO CO., LD.

ONE GETS A POOR RETURN FROM A PIANO IF IT IS A MERE ARTICLE OF FURNITURE OR AN INDIFFERENT MUSICAL INSTRUMENT.

ATTACH AN

APOLLO

AND ALL MUSIC IS AT YOUR COMMAND.

A CONCERT OR DANCE PROGRAM ME AT A MOMENT'S NOTICE.

\$290 UPWARDS.

HIRE OR HIRE-PURCHASE SYSTEM.

RACHALS' PIANOS

\$550, formerly \$675.

JUST UNPACKED

IN NEW STORE,

BECHSTEIN, STEINWAY, KRAUSS, HAAKE, RACHALS, WERNER.

A STOCK OF QUALIFIED IN THE COLONY.

HIRE OR CREDIT.

Hongkong, 27th December, 1905. [1295]

Trade

Mark

TELEPHONE No. 135.

XMAS AND NEW YEAR HAMPERS

(From \$15 and upwards.)

HAMPERS,

CONTAINING 12 BOTTLES

OF THE

Choicest Wines, Spirits,

&c., &c., &c.

We invite You to call at our office and make Your Own Selection from our extensive stock in all lines of Wines, Spirits, Liqueurs, &c.

H. PRICE & CO.

WINE AND SPIRIT MERCHANTS

12, QUEEN'S ROAD, CENTRAL

Hongkong, 27th December, 1905. [1296]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILING FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PYRRHUS"	1st January.
GLASGOW and LIVERPOOL	"SAINT BEDE"	2nd "
GLASGOW and LIVERPOOL	"PATROCLUS"	9th "
GLASGOW and LIVERPOOL	"ANTENOR"	16th "
GLASGOW and LIVERPOOL	"OOPACK"	23rd "
GLASGOW and LIVERPOOL	"NINGCHOW"	30th "
GLASGOW and LIVERPOOL	"ACHILLES"	6th February.
GLASGOW and LIVERPOOL	"PELEUS"	13th "
GLASGOW and LIVERPOOL	"ALCINOUS"	20th "

S.S. "Pak Ling" left Singapore on the 22nd inst., and is due here to-morrow.
S.S. "Pyrrhus" left Singapore on the 26th inst., and is due here on the 1st January.

HOMeward.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"TYDEUS"	2nd January.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th "
GENOA, MARSEILLES & LONDON	"PARK LING"	20th "
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	30th "
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	13th February.
GENOA, MARSEILLES & LONDON	"PATROCLUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	27th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.,
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	24th January.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	27th December.
	"PINGUEY"	25th January.

Hongkong, 27th December, 1905.

CHINA NAVIGATION CO., LIMITED.

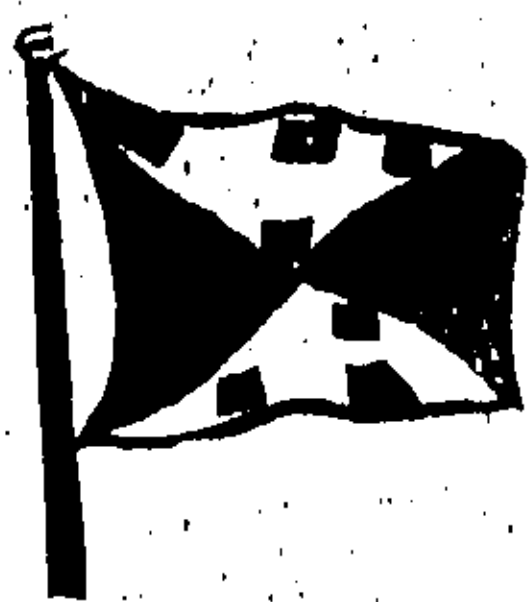
FOR	STEAMERS	TO SAIL
SHANGHAI	"TIENTSIN"	29th December.
CEBU and ILOILO	"SUNGKIANG"	30th "
SHANGHAI	"YUNNAN"	31st "
KOBE and NAGASAKI	"CHIHLI"	2nd January.
MANILA	"TEAN"	2nd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, SYDNEY and MELBOURNE	"CHINGTU"	16th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, 27th December, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon and Steerage—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 30th Dec., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 6th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 22nd December, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	About
-----------	-------

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

FOR HOTEL COMFORT AND THE BEST BILLIARDS
GO TO THEKOWLOON HOTEL.
Cable Address: "Chief"
J. W. OSBORN,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain T. Austin, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.
FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1.75; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single
Ticket, 50 cents; Return, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.
Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the boiler cleaning, due notice will be given
by the Captain and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers
Tons Captain
"KWONG CHOW" 1,300 T. R. MEAD.
"KWONG TUNG" 1,238 H. W. WALKER.Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Five New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.
Passage Fare—Single Journey \$4
Meals \$1 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHU ON S.S. CO., LD.,
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 23rd August 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW	"WINGSANG"	FRIDAY, 29th Dec., Daylight.
MANILA	"LOONGSANG"	FRIDAY, 29th Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"ONSANG"	SATURDAY, 30th Dec., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	SATURDAY, 30th Jan., 3 P.M.

Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.
These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 27th December, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	For	Captain	To Sail at Daylight on
"NICOMEDIA"	437	Wagemann	December 30th, at Noon
"NUMANTIA"	437	Feldmann	January 7th, 1906
"ARADIA"	448	Metzenhain	January 31st, "
"ARAGONIA"	448	Ernst	"

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and
United States Ports. For through-fares of Freight and further information, communicate
with or apply to
S. SILVERSTONE, Acting General Agent.FOR SINGAPORE, PENANG AND
CALCUTTA.THE Steamship
"CATHERINE APCAR"
Captain A. Stewart, will be despatched for the
above Ports, TO-MORROW, the 28th instant,
at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 27th December, 1905. [1270]

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSON.
(With Liberty to Call at the Malabar Coast.)
THE Steamship
"COULSDON,"
Captain Henry, will be despatched for the
above Ports, on or about TUESDAY the 2nd
January, 1906.
For Freight, apply to
ARNHOLD, KARBURG
Agents.
Hongkong, 8th December, 1905. [1217]

FOR SAN FRANCISCO.

THE Steamship
"DAKOTAH,"
Captain Ross, will be despatched for the
above Ports, on or about TUESDAY, the 16th Jan.,
1906.
For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st November, 1905. [1214]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Lyra	4,417	G. V. Williams	29th Dec.
Shawmut	9,600	E. V. Roberts	23rd Jan.
Hyades	3,753	GEO. WRIGHT	"
Tremont	9,600	T. W. Garlick	"

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.
For further information, apply to
DODWELL & CO., LIMITED
General Agents.
Queen's Buildings,
Hongkong, 27th December, 1905. [8]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

Steamship About
"ATHOLL" 9th January.For Freight and further information, apply
to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 19th December, 1905.

Shipping—Steamer.

COMPAGNIE DES MESSEGERIES
MARITIMES.FOR MARSEILLES, HAVRE, ANTWERP
(DIRECT) AND LONDON.
With prompt transhipment at Marseilles,
Callings at MANILA, SINGAPORE, PENANG and
COLOMBO.

THE Company's Steamship

"KOUANG-SI."
Captain Barillon, will be despatched as above,
on or about the 6th February, 1906.
This Steamer has Accommodation for Pas-
sengers and carries a duly qualified Doctor.
For information as to Passage and Freight,
apply to
G. DE CHAMPEAUX,
Agent,
Queen's Building,
Hongkong, 26th December, 1905. [1289]

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
TRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)
THE Steamship"CHUSAN,"
Captain H. W. Kenrick, R.N.R., carrying 111
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 30th
December, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Victoria, 6,522 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.
Silk and Valuable, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Persia,
due in London on the 10th February, 1906.
Parcels will be received at this Office until
5 P.M. the day before sailing. The Contents and
Value of all Packages are required.For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 16th December, 1905. [7]MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.STEAM FOR SAIGON
SINGAPORE, BATAVIA
COLOMBO, INDIA, ADEN
DJIBOUTI, EGYPT, MAR-
SEILLES, LONDON.HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "ERNEST SIMONS."

Captain Bourdon, will be despatched for
MARSEILLES on TUESDAY, the 9th
January, at 1 P.M.This Steamer connects at Colombo with the
Australian line s.s. Vera bound for Marseilles
via Bombay and Aden.Passage tickets and through Bills of Lading
issued for above ports.Cargo also booked for principal places in
Europe.Next sailings will be as follows:—
S.S. POLYNESIEN, 23rd January.
S.S. CALEDONIEN, 6th February.
S.S. SALAZIE, 20th February.G. DE CHAMPEAUX,
Agent.
Hongkong, 27th December, 1905. [7]

Consignees.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND MANILA.THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersigna-
ture, and to take immediate delivery of their
Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.DODWELL & CO., LIMITED,
Agents.
Hongkong, 26th December, 1905. [8]PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA,"
FROM PORTLAND (OR.) YOKOHAMA
KOBE AND MOJI.THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersigna-
ture and to take immediate delivery of their
goods from alongside.Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.
S. SILVERSTONE,
Acting General Agent.
Hongkong, 27th December, 1905. [1289]

Consignees.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer
"JAPAN,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-DAY.
Goods not cleared by the 1st proximo, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 26th December, 1905. [12]

S.S. "POLYNESIEN."

COMPAGNIE DES MESSEGERIES
MARITIMES

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s.
Matapan and Medoa, from Havre ex s.s.
Madoe, and from Bordeaux ex s.s. Ville d'Arras,
in connection with above Steamers, are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Go-
down Co., Limited, at Kowloon, whence deliv-
ery may be obtained immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned, Goods remaining undelivered after
TUESDAY, the 2nd January, 1906, at Noon,
will be subject to rent and landing charges.All claims must be sent to me on or before
the 2nd January, 1906, or they will not be recog-
nised.All damaged packages will be examined on
TUESDAY, the 2nd January, 1906, at 3 P.M.
No Fire Insurance has been effected.G. DE CHAMPEAUX,
Agent.
Hongkong, 26th December, 1905. [17]FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"BRISGAVIA"

Captain Russ, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned, and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 13th December, 1905, will
be subject to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 23rd December, 1905, at 3 P.M.No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th December, 1905. [1276]

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GNEISENAU,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.Optional Cargo will be forwarded unless notice
to the contrary be given before 10 A.M.
TO-MORROW.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 27th instant, will be subject
to rent.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on WEDNESDAY, 27th instant, at
9.30 A.M.All Claims must reach us before the 2nd
January, or they will not be recognised.No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 19th December, 1905. [12]

Intimations.

F. BLACKHEAD & CO.,
HIC CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOLE AGENTS FOR
HARTMANN'S RAHTJENS' GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAILERS' PATENT MOTOR
LAUNCHES.

Sole Agents for
FRAGSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1906.

THE NEW TRENCH REMEDY

TRADE MARK
THERAPION

This successful and highly popular remedy, used in the
Continental Hospitals of Vienna, Zurich, and Berlin,
and others, has been found to be the most effective
remedy for the treatment of all diseases of the
urinary system, such as gonorrhea, cystitis, and
prostatitis, and is also highly effective in the
treatment of all diseases of the blood, such as
syphilis, leprosy, and skin diseases.

THERAPION No. 1 is a
shortly acting, powerful, and reliable remedy for
the treatment of all diseases of the urinary
system, such as gonorrhea, cystitis, and
prostatitis, and is also highly effective in the
treatment of all diseases of the blood, such as
syphilis, leprosy, and skin diseases.

THERAPION No. 2 is a
shortly acting, powerful, and reliable remedy for
the treatment of all diseases of the urinary
system, such as gonorrhea, cystitis, and
prostatitis, and is also highly effective in the
treatment of all diseases of the blood, such as
syphilis, leprosy, and skin diseases.

THERAPION No. 3 is a
shortly acting, powerful, and reliable remedy for
the treatment of all diseases of the urinary
system, such as gonorrhea, cystitis, and
prostatitis, and is also highly effective in the
treatment of all diseases of the blood, such as
syphilis, leprosy, and skin diseases.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila.

MEE CHEUNG

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a specialty.

Hongkong, 15th September, 1905.

THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLAR
GING AND COPYING in all Sites.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1905.

A WONDERFUL DISCOVERY.

This discovery of research and experiment, when
made, is so recent, it is scarcely possible to
believe that it has been made. It is a discovery
of the most important kind, and it is a discovery
which will revolutionize the treatment of all
diseases of the urinary system, such as
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REGISTRATION OF PARTNERSHIPS.

(Continued from page 5)

IDLE FEARS.

Personally, however, I think the effect of the
Bill on such arrangements as these would not
result in the withdrawal of the capital. The
supporter would, probably, continue to finance
the firm and instead of running the risk of
being proved a partner, as under present cir-
cumstances he might be, he would have the
satisfaction of drawing his annual profits (called
interest perhaps) and knowing that his liability
was legally limited. As Mr. Bonser said in
1888, the Bill "will have the desirable effect
of putting an end to attempts to render persons,
who are not partners, liable as quasi-partners."

The objection of the Committee that "Cred-
itors will be deprived by this Bill of the
powers they at present possess and successfully
use, of suing a man who can be proved a part-
ner, but who might not under the Ordinance
be registered," appears hardly reasonable. If
by non-registration, supporters of firms plainly
indicate that they do not accept the responsi-
bilities of partners, they take the risk by
so doing of reducing the credit of their firm,
and thus losing money, and they surely cor-
respondingly deserve the immunity from liability
of being sued as partners which such non-
registration gives them.

The memorandum states that "the Com-
mittee consider that among 'Chinese there
would be many unregistered partners.' Un-
doubtedly there would, but they would not be
in a position, as they are now, to falsely induce
credit for the firms they support by tacitly,
though not actually, nor probably, admitting
themselves to be partners.

One of the strongest arguments brought
against the Bill appears to be that it will dis-
count experience as regards the giving of
credit," and will put the newest and smallest
firms on a level with those that have borne the
brunt of an unusually not uneventful past.

I am myself connected with one of the oldest
firms here, but interest in certain recent failures
has caused no little amusement—perhaps in
spite of some personal experience and the as-
sistance of cashiers of greater experience I am
bound to admit that there are few native firms with
whom we deal, a few further particulars than
those I possess regarding the constitution and
stability of which would not be of the keenest
possible interest to me. And some of the heavy
failures of this and last year would appear to
show that some others at least of the leading
local houses are not appreciably better in-
formed.

As regards the new and small firms, it ap-
pears to me that they base their business and
credit on what they see done by the older and
larger firms, and what the older and larger
firms do is an open book to any market
kramer of mediocre ability. Personally I have
never found it so difficult to ascertain what
credit any firm gives a dealer, as to ascertain
how much I ought to give him myself.

And while we frequently grumble at the
extent to which competition is carried locally,
and sometimes speak with disrespect of the
innumerable small businesses which certainly
now do exist here, we cannot surely reasonably
expect anything else, and few of us would
probably care to admit that we were not ready
to accept, and even welcome, a new competi-
tion unless we acknowledge that we have no
interest whatever in the general prosperity of
the Colony.

So then, if it is the case that the judgment
of the older firms as regards credit, is almost
as frequently incorrect as that of the newer;
if it is the case (and I think it will be admitted
that it is) that the newer firms trade on the
experience of the older; if we welcome the in-
troduction of new capital and do not really
object to the honest competition it naturally
entails—is it a just cause of complaint against
the Bill that in enabling the older firms to
arrive at a more correct appreciation of the
value of their clientele it enables the newer
firms to do likewise?

MODIFIED CONDITIONS.

While I have now touched upon one or two
of the general objections to the Bill, there re-
mains the question as to how the Bill, if it be
in main principles a desirable one, can be best
modified.

Certain Chinese dealers with whom I have
been in conversation in the matter, object to
the Bill on the ground that it would be a
restriction on their freedom of trade, and that
they would not have the slightest objection to
registering themselves, but they would object
to the public being supplied with minute
details of the composition of their business.

If registration be ipso facto a proof of part-
nership, then the mere fact that any one is
registered as a partner in a business renders
his entire assets liable, so that it might not
perhaps be necessary, at least in the initial
stages of the working of the proposed law,
for the partners to be compelled to furnish
particulars as to their exact interest. And the
accessibility of such details to the public might
produce much merely inquisitive examination of
the register which would be annoying to
those registered.

It might perhaps be arranged that the reg-
ister should not be a public document in the
fullest sense of the word, but should only be
accessible to such persons as satisfied the
register of their bona fides.

Shipping.

Arrivals.

Forrester, Ger. s.s., 1,810, T. Tappan, 24th
Dec.—Hamburg 11th Oct, Gen.—J. &
Co.

Arroyo, Br. s.s., 2,307, H. Plough, 24th Dec.—
Kutchin 19th Dec, Coal.—D. & Co.

Orua, Nor. ship, 1,100, F. Refines, 24th Dec.—
Fremantle 18th Oct, Sandalwood.—S. &
Co.

Kalivberg, Ger. s.s., 640, H. Lorenzen, 25th
Dec.—Chinkiang 21st Dec, Gen.—S. &
Co.

Dagmar, Ger. s.s., 935, M. Engelhart, 25th
Dec.—Bangkok 17th Dec, Rice.—B. & S.

Lennox, Br. s.s., 2,361, F. McNair, 25th Dec.—
Callao 15th Nov, Ballast.—D. & Co.

Australian, Br. s.s., 1,784, W. G. McArthur, 26th
Dec.—Yokohama 25th Dec, Koba and
Mojl 22nd Dec, Gen.—J. M. & Co.

Lyra, Am. s.s., 4,417, G. V. Williams, 26th
Dec.—Manila, P.I. 23rd Dec, Gen.—D. &
Co. Ltd.

Hanoi, Fr. s.s., 730, P. Meares, 26th Dec.—
Haiphong 24th Dec, Rice and Gen.—A. R. M.

Onsarg, Br. s.s., 1,785, J. T. Davies, 26th Dec.—
Kuchinotou 21st Dec, Coal.—J. M. & Co.

Arconia, Russian s.s., 2,644, Galin, 26th Dec.—
Singapore 17th Dec, Gen.—Order.

Pha Nang, Ger. s.s., 1,021, F. V. Mangelstedt, 26th
Dec.—Anghin 17th Dec, Rice.—B. & S.

Kesley, Br. s.s., 2,431, Parker, 26th Dec.—
Calcutta 6th Dec, Coal.—J. K. & Co.

China, Am. s.s., 3,186, D. E. Friele, 27th Dec.—
San Francisco 25th Nov, and Manila
25th Dec, Mail and Gen.—P. M. S. S. Co.

Emma Lyken, Ger. s.s., 1,160, G. Conrad, 27th
Dec.—Hogang 14th Dec, Coal.—Order.

Wingang, Br. s.s., 1,517, W. Stalker, 27th
Dec.—Canton 26th Dec, Gen.—J. M. & Co.

Chihli, Br. s.s., 1,143, G. Dooker, 27th Dec.—
Wakamatsu 21st Dec, Coal.—M. B. K.

Shanti, Br. s.s., 1,228, F. Boyd, 27th Dec.—
Wuhu 20th Dec, and Chinkiang 22nd,
Rice.—B. & S.

Kwangle, Ch. s.s., 1,461, R. L. Lincoln, 27th
Dec.—Shanghai 24th Dec, Gen.—C. M. S. N. Co.

Toonah, Ch. s.s., 942, W. R. Boyd, 27th Dec.—
Shanghai 23rd Dec, Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.

Arconia, for Vladivostok.

Knutford, for Yokohama.

Keungfai, for Hoihow.

Carl Diederichsen, for Hoihow.

Rattana, for Swatow.

Sithonia, for Singapore.

Charterhouse, for Amoy.

Kwonggang, for Shanghai.

Yonggang, for Shanghai.

Taiyuan, for Ningpo.

Tijmah, for Kobe.

P. Sigismund, for Sydney.

Admiral, for Hoihow.

Chihli, for Canton.

Japan, for Shanghai.

Shanti, for Canton.

Australian, for Manila.

Petarch, for Saigon.

Madeline Rickmers, for Bangkok.

Departures.

Dec. 27.

Mongolia, for San Francisco.

Yam, for Bangkok.

Hainan, for Co. Ports.

Ichang, for Shanghai.

Charterhouse, for Amoy.

Emma Lyken, for Canton.

Changsha, for Australian Ports.

Kwonggang, for Shanghai.

Passengers arrived.

Per Lennox, from Callao—15 Chinese.

Per Dagmar, from Bangkok—Mr. MacKay.

Per Australian, from span for Hongkong—
Mrs. and Miss Hicks, and 3 Japanese. For
Thursday Island—2 Japanese. For Brisbane
Messrs. Morton, C. White, W. White and E.
Pulman. For Sydney—Mrs. Mead, Messrs.
Benson, Wall, and Mr. and Mrs. Oxley.

Per China, from San Francisco, &c.—Mr.
and Mrs. P. T. Terry, Rev. and Mrs. J. G.
Bawn, Messrs. C. C. Brunner, W. F. Barnes,
R. C. Bruch, C. Connell, Comdr. F. W.
Coffin, U.S.N., Lieut. Dismukes, U.S.N., Mr. F.
Farrington, Messrs. E. Goodard, E. A.
Gerryst, Mrs. A. D. Helms, Mr. D. W. H. G.
Hanna, Mrs. M. E. Jones, M. Keller, Rose
Lawrence, E. B. Leigh, Mr. and Mrs. C. H.
Miller, Mr. J. G. Oliver, Mr. and Mrs. T. W.
Page, Mr. John H. Page, Jr., Dr. R. M. Powers,
Mrs. J. A. Ross, Messrs. Jas. Ralph, R. P.
Ralph, A. Sing, Mrs. S. Spalding, Mr. and
Mrs. R. M. Shearer, Messrs. D. Le Roy Topping,
W. M. Tipton, H. E. Wright, T. D. With, Guy
Whitlock, U.S.N., Mr. and Mrs. G. Watson,
Messrs. Geo. Palmer, Oliver Bainbridge, F. P.
de Silva, Mrs. Anna Miller, Mrs. C. Fukuda,
and 38 Chinese.

Per Kwangle, from Shanghai—Mr. and
Mrs. Rokovsky, and 135 Chinese.

Shipping Report.

Sir. Dagmar from Bangkok—Strong NE.
monsoon.

Sir. Arconia from Singapore—Strong NW.
WNW, wind all the passage.

Sir. Onsarg from Kuchinotou—Fine wea-
ther, generally, moderate breezes to strong
moderate sea.

Sir. Chihli from Wakamatsu—Moderate
NW. winds and sea to Heibahn, from there to
port moderate to strong NE. wind.

Sir. Arroyo from Kuchinotou—Strong NW.
gale between Formosa and Japan, and strong
NE. monsoon remainder of passage.

Sir. Australian from Japan—Mojl to Nau-
ki Island moderate to increasing to SE. winds,
beam sea, thence to Lamock light variable
winds and thick foggy weather, thence to port
moderate NE. monsoon, fine weather and
smooth sea.

Vessels in Port.

STRANERS.

Alexander, Am. s.s., 1,785, Gove, 13th Nov.—
Cavite 9th Nov, Coal.—Order.

Algoa, Br. s.s., 4,891, A. Lock, 17th Dec.—
San Francisco via Portland Tacoma and
Japan Ports 17th Oct, Floor and Gen.—
P. M. S. S. Co.

Catherine Apcar, Br. s.s., 1,750, A. Stewart,
19th Dec.—Singapore 15th Dec, Gen.—
B. & S. Co. Ltd.

Chow, Ger. s.s., 1,070, F. Spiesen, 24th Dec.—
Bangkok 17th Dec, Rice.—B. & S.

Dr. Hans Jung Kler, Nor. s.s., 991, H. E.
Larsen, 19th Dec.—Hollo 14th Dec,
Sugar.—Asgard & Thorsen Co.

NEW YEAR'S HOLIDAYS.

On New Year's day the Post Office will be
closed except from 8 a.m. till 9 a.m. There
will be no delivery of letters and no collec-
tion as on Sundays.

The Money Order Office will be entirely
closed during the holidays.

VISITORS AT THE HOTELS.

HONGKONG.

Acheson, Mrs. R. M., Engineer.

Anderson, Mrs. K. R., Capt.

Bathcombe, H. G., Hunter, R.

Beauchamp, G. G., Innes, Capt. R.

Bell, R. M., Engr. Lieut. J. W.

Bernard, P. J., Johnson, Edm.

Birbeck, R. J., Joki, S. P. F.

Bishop, L. C., Kent, H. W.

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Hongkong, 11th December, 1905.

[1229]

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[1123]

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Hongkong, 16th May, 1901

Printed and Published by JOSE PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company,
No. 1, Ice House Road, in the City of Victoria, Hongkong.

No. 1, Ice House Road, In the City of Victoria, Hongkong